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<ski@sandag.org>

12/09/2002 01:34 PM

To: <abhijit.bagde@dot.ca.gov>
CC:
Subject: Amend No. 2

Per our conversation, this email to provide clarification to SD89 Genesee Ave project in amendment no. 2. My note incorrectly indicates a fund swap using STIP funds. The correct notation should be "exchange \$963,000 in RSTP funds with CB08 project (amendment no. 1). I apologize for any confusion, and let me know if you need anything else.

Sookyung Kim

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12/09/2002 02:31 PM

To: <abhijit.bagde@dot.ca.gov>
cc:
Subject: SD90, Amend no. 2

Here's a more detailed description of SR 163/Clairemont Mesa Blvd (SD90) project in amendment no. 2:

The project is at the State Route 163 interchange with Clairemont Mesa Blvd. The proposed widening through the SR 163 interchange area extends from the intersection on Kearney Mesa Road on the west to the intersection of Kearney Villa Road on the east. The project length is approx. 1,680 feet or 9/32 miles.

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Transmittal Date: November 22, 2002

TO:
Caltrans, Division of Programming
Office of Federal Transportation
Management Program

Attn: Mr. Abhijit Bagde

FROM:
Sookyung Kim
SANDAG
(619) 595-5350 (phone)
(619) 595-5305 (fax)
ski@sandag.org

MPO Name: San Diego Association of Governments (SANDAG)

Amendment Number: 2, 3 & 4 to the 2002 RTIP

Amendment Type: Formal & Administrative

Number of Projects in this Amendment: Amendment no. 2 has two projects (formal), amendment no. 3 has 56 projects (19 formal, 37 admin.), and amendment no. 4 has one project (formal).

Brief Description of the Amendment:

See attached Board report for project details.

There are 3 projects in the admin. amend (# 3) that show in CTIPS but not in the Board report. These were too minor to include in the Board report, but agencies requested these revisions:

- CAL18: change project title from I-15 Stages 1-5 to 'Corridor Middle'
- CAL46: reduce SHOPP TEA (transfer to SD93);
- NCTD15: add MPO note

Everything else matches with what's entered in CTIPS

****Please expedite approval for Amendment No. 4, received consent from Wade Hobbs and Kris Balaji, agency waiting to enter into contract**

Board Resolution: Three resolutions are attached to this email, including two signed Board reports. Amendments 3 & 4 are included in one Board report.

Conformity Determination: See the 'Air Quality Conformity' section of the Board reports and the resolutions attesting to conformity.

Financial Constraint: Changes to the projects in these amendments do not significantly affect financial constraint.

Amendments are consistent with the currently adopted 2020 Regional Transportation Plan (RTP) and with the State Implementation Plan (SIP) – see signed resolutions.

MPO's CTIPS Approval Date: November 22, 2002 (date of SANDAG Board approval)

BOARD OF DIRECTORS
NOVEMBER 22, 2002

AGENDA ITEM NO. 02-11- **4-A**
ACTION REQUESTED – APPROVE

**2002 REGIONAL TRANSPORTATION
IMPROVEMENT PROGRAM (RTIP)
AMENDMENTS –**

**A. 2002 RTIP AMENDMENT NO.2
– UPDATED AIR QUALITY
CONFORMITY ANALYSIS**

Recommendation

It is my recommendation that the Board of Directors approve Resolution 2002-15 approving Amendment No. 2 to add two arterial widening projects to the 2002 RTIP (Table 1), along with the final Air Quality Emissions Analysis (Attachment 1).

Introduction

SANDAG, as the Metropolitan Planning Organization (MPO), is responsible for the adoption of a biennial Regional Transportation Improvement Program (RTIP). The 2002 RTIP must conform to the State Implementation Plan (SIP) for air quality. Conformity to the SIP means that transportation activities in the 2002 RTIP will not create new air quality violations, worsen existing violations, or delay the attainment of the national ambient air quality standards. The SANDAG Board adopted the 2002 RTIP including the regional emissions analysis at its meeting on June 28, 2002, and the Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) approved the 2002 RTIP on October 4, 2002.

The addition of capacity increasing projects to the approved RTIP requires a new regional emissions analysis. SANDAG has received a

request from the City of San Diego to add two such projects to the 2002 RTIP. SANDAG has updated the regional emissions analysis, and a draft report was presented to the Board for distribution and public review at its October 25, 2002 meeting. To date, no comments have been received in regard to the new air quality emissions analysis. This report represents the final Air Quality Emissions Analysis incorporating the two capacity increasing projects.

Discussion

The 2002 RTIP is a five-year program of major transportation projects in the San Diego region covering the period from FY 2003 to FY 2007. Federal metropolitan planning and air quality regulations prescribe the process for determining air quality conformity. These regulations require that the RTIP: (1) provide for the timely implementation of transportation control measures (TCMs), (2) include a quantitative emissions analysis of projects programmed in the RTIP, including all regionally-significant projects, and (3) be within the region's emissions budgets (targets) included in the approved SIP.

The 2002 RTIP programs substantial funds for the implementation of the four TCMs (identified as "T-tactics") adopted in the SIP for air quality improvement. The four TCMs/T-tactics are ridesharing, transit improvements, traffic flow improvements, and bicycle facilities and programs. The TCMs/T-tactic projects programmed for implementation total approximately \$1.82 billion, or about 41 percent of the total funds programmed in the 2002 RTIP. The addition of the two capacity increasing projects does not impact the timely implementation of TCMs.

A quantitative air quality emissions analysis including the new projects proposed in Amendment No. 2 was conducted for the years 2010, 2020, and 2023 revenue-constrained transportation scenarios. The results of this analysis are included in Attachment A. The draft report was released for public comment and review at the October 25, 2002 SANDAG Board meeting and, also was reviewed by the San Diego Region Conformity Working Group (CWG) at its meeting on October 23, 2002. The CWG is an interagency consultation group made up of various transportation and air quality agencies including the San Diego Air Pollution Control District, Caltrans, California Air Resources Board, the U.S. Department of Transportation, and the U.S. Environmental Protection agency. To date, no comments were received on the report.

Based on the analysis, the 2002 RTIP Amendment No. 2 meets the conditions for determining conformity with the applicable SIP for air quality.



GARY L. GALLEGOS
Executive Director

Attachments

Key Staff Contact: Elisa Arias, (619) 595-5336;
ear@sandag.org or
Sookyung Kim, (619) 595-5350;
ski@sandag.org

Funds are budgeted in Work Elements #4.03
and #3.11



San Diego's Regional Planning Agency

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RESOLUTION NO. 2003-15

APPROVING AMENDMENT NO. 2 TO THE 2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, on June 28, 2002, SANDAG adopted the 2002 Regional Transportation Improvement Program (RTIP) including the air quality conformity finding with the State Implementation Plan for air quality; and

WHEREAS, the City of San Diego has requested the addition of two capacity increasing projects for inclusion into the 2002 RTIP as shown in Table 1; and

WHEREAS, the updated Air Quality Conformity report for Amendment No. 2 to the 2002 RTIP as shown in Attachment A has been found to be in conformance with the 2020 Regional Transportation Plan (RTP) and the 1991 Regional Air Quality Strategy (RAQS)/1982 State Implementation Plan (SIP); and

WHEREAS, Amendment No. 2 to the 2002 RTIP continues to provide for timely implementation of transportation control measures contained in the adopted RAQS/SIP for air quality and a quantitative emissions analysis demonstrates that the implementation of the RTIP projects and programs meet all the federally required emissions budget targets; and

WHEREAS, the public and affected agencies have been provided notice of and an opportunity to comment on Amendment No. 2 to the 2002 RTIP and its air quality conformity determination; NOW THEREFORE

BE IT RESOLVED that SANDAG finds Amendment No. 2 to the 2002 RTIP in conformance with the applicable SIP for the San Diego region; and

BE IT FUTHER RESOLVED that the SANDAG Board of Directors does hereby approve Amendment No. 2 to the 2002 RTIP and its Air Quality Conformity Report; and

BE IT FUTHER RESOLVED that all regionally significant, capacity increasing projects included in Amendment No. 2 to the 2002 RTIP are included in the 2020 RTP; and

BE IT FURTHER RESOLVED that Amendment No. to the 2002 RTIP 2 is consistent with SANDAG Intergovernmental Review Procedures; and

BE IT FURTHER RESOLVED that Amendment No. 2 to the 2002 RTIP is consistent with SANDAG Public Participation policy.

PASSED AND ADOPTED this 22nd day of November 2002

CHAIRPERSON

ATTEST:

SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.
ADVISORY/LIAISON MEMBERS: California Department of Transportation, Metropolitan Transit Development Board, North San Diego County Transit Development Board, U.S. Department of Defense, S.D. Unified Port District, S.D. County Water Authority, and Baja California/Mexico.

Table 1
2002 Regional Transportation Improvement Program
Amendment No. 2
San Diego Region (in \$000s)

City of San Diego

MPO ID: SD89		CAPACITY STATUS: CI								
TITLE: Genesee Avenue										
DESCRIPTION: From I-5 to Campus Point Drive - Widen from 4 to 6 lanes with Class II bicycle lanes										
Change Reason: New Project										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
City Funds	\$2,733		\$2,733					\$645	\$500	\$1,588
TOTAL:	\$2,733		\$2,733					\$645	\$500	\$1,588

Note: Part of fund exchanged approved by the Transportation Committee 9/12/02 (swap \$963,000 in STIP with Carlsbad Rancho Santa Fe local funds)

MPO ID:		SD90		CAPACITY STATUS:				CI		
TITLE:		SR 163/Clairemont Mesa Boulevard Interchange								
DESCRIPTION:		From Kearny Mesa Road to Kearny Villa Road - Widen from 4 to 6 lane prime arterial								
Change Reason:		New Project								
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
RSTP	\$4,400			\$4,400				\$1,147		\$3,253
City Funds	\$6,350			\$6,350				\$1,656		\$4,694
TOTAL:	\$10,750			\$10,750				\$2,803		\$7,947

Note: Program RSTP but will seek funds through 2004 STIP)

**AIR QUALITY EMISSIONS ANALYSIS
FOR THE 2002
REGIONAL TRANSPORTATION
IMPROVEMENT PROGRAM,
AMENDMENT NO. 2**

November 22, 2002



401 B Street, Suite 800 • San Diego, CA 92101-4231 • (619) 595-5300

BOARD OF DIRECTORS



San Diego's Regional Planning Agency

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. The Association builds consensus, makes strategic plans, obtains and allocates resources, and provides information on a broad range of topics pertinent to the region's quality of life.

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Commander, Southwest Division
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(Advisory Member)
Hon. Bud Lewis, Director

BAJA CALIFORNIA/MEXICO

(Advisory Member)
Hon. Rodolfo Figueroa Aramoni
Consul General of Mexico

Revised October 2, 2002

ABSTRACT

TITLE: Air Quality Emissions Analysis for the 2002 Regional Transportation Improvement Program, Amendment No. 2

AUTHOR: San Diego Association of Governments

DATE: November 2002

SOURCE OF COPIES: San Diego Association of Governments
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San Diego, CA 92101
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NUMBER OF PAGES: 23

ABSTRACT: The 2002 Regional Transportation Improvement Program (RTIP) is a five-year program of major highway, transit, local street and road, and non-motorized projects in the San Diego region from FY 2003 to FY 2007. The U.S. Department of Transportation approved the Final 2002 RTIP on October 4, 2002. With the addition of two capacity increasing projects, this document represents the emissions analysis for the 2002 RTIP, including Amendment No. 2.

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Chapter 1

EXECUTIVE SUMMARY

Chapter 1

EXECUTIVE SUMMARY

OVERVIEW

The 2002 Regional Transportation Improvement Program (RTIP), is a five-year program of major highway, transit, arterial and non-motorized projects funded by federal, state, *TransNet* local sales tax, and other local funding from FY 2003 to FY 2007. The RTIP, which includes an air quality emissions analysis for all regionally significant projects, requires the approval by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Amendment No. 2 adds two capacity increasing projects to the 2002 RTIP prompting an update to the regional emissions analysis.

The RTIP is a prioritized program designed to implement the region's overall strategy for providing mobility and improving the efficiency and safety of the transportation system, while reducing transportation-related air pollution in support of efforts to attain federal and state air quality standards for the region. The 2002 RTIP also incrementally develops the 2020 Regional Transportation Plan (RTP), the adopted long-range transportation plan for the San Diego region. The 2030 RTP is currently being developed.

The Final 2002 RTIP, including the air quality emissions analysis, was approved by FHWA and FTA on October 4, 2002. Amendment No. 2 to the 2002 RTIP adds two capacity increasing projects. The 2002 RTIP document, published in July 2002, fully documents the RTIP development process, project listings, financial capacity analysis, and the air quality conformity analysis. This report focuses on the new regional air quality emissions analysis for conformity purposes. The Final 2002 RTIP document also is available on the SANDAG Web site.

Consistency with the 2020 RTP

On April 13, 2000, FHWA and FTA issued a finding that the SANDAG 2020 RTP was in conformance with federal air quality and planning regulations. The 2020 RTP includes both a revenue-constrained plan for federal purposes and a needs-based (preferred) plan for regional planning purposes.

The 2002 RTIP, including Amendment No. 2, is consistent with the 2020 RTP. As a financially-constrained document, the 2002 RTIP contains only those major transportation projects listed in the revenue-constrained plan of the 2020 RTP.

Air Quality Conformity Determination

Federal metropolitan planning and air quality regulations prescribe the process for determining air quality conformity. These regulations require that the proposed RTIP: (1) provide for the timely

implementation of transportation control measures (TCMs), (2) include a quantitative emissions analysis of projects programmed in the RTIP, including all regionally-significant projects, and (3) be within the region's emissions budgets (targets) included in the approved State Implementation Plan (SIP).

The 2002 RTIP programs substantial funds for the implementation of the four TCMs (identified as "T-tactics") adopted in the 1982 Regional Air Quality Strategy (RAQS)/1982 State Implementation Plan (SIP) for air quality improvement. As shown in Table 1-1, the TCMs/T-tactic projects programmed for implementation total approximately \$1.82 billion, or about 41 percent of the total funds programmed in the 2002 RTIP. This total includes \$16.6 million for Ridesharing, \$1.69 billion for Transit Improvements, \$24.6 million for Bicycle Facilities and Programs, and \$92.5 million for Traffic Flow Improvements. The addition of the two capacity increasing projects does not impact the timely implementation of TCMs nor affect any of the TCM projects listed (Table 1-2).

A quantitative air quality emissions analysis was conducted for the years 2010, 2020, and 2023 revenue-constrained transportation scenarios. The results of this analysis, including Amendment No. 2, was distributed for public comment at the October 25, 2002 SANDAG Board meeting, and also was reviewed by the San Diego Region Conformity Working Group (CWG) at its meeting on October 23, 2002. No comments have been received to date. The 2002 RTIP Amendment No. 2 meets the conditions for determining conformity with the applicable SIP for air quality. A detailed description of the regional emissions analysis and modeling procedures is included in Appendix C of the Final 2002 Regional Transportation Improvement Program. Chapter 2 of this report summarizes the air quality conformity analysis for Amendment No. 2.

Financial Capacity Analysis

The 2002 RTIP is required by federal regulations to be a revenue-constrained document with programmed projects based upon available or committed funding and/or reasonable estimates of future funding. Funding assumptions are generally based upon: (1) authorized or appropriated levels of federal and state funding from current legislation; (2) conservative projections of future federal and state funding based upon a continuation of current funding levels; (3) the most current revenue forecasts for the *TransNet* program; and (4) the planning and programming documents of the local transportation providers.

The Final 2002 RTIP further describes the financial capacity analysis of major program areas. Based upon this analysis, the projects contained within the 2002 RTIP, including the two projects in Amendment No. 2, are reasonable when considering available funding sources.

Public Participation

It is the policy of SANDAG to encourage public participation in the development of agency planning and programming activities. Public involvement consists of participation on various SANDAG technical and advisory committees, opportunities to comment at SANDAG Board and committee meetings, public notices of document availability and public hearings, and through the SANDAG public communications program. See Appendix A of the Final 2002 RTIP which describes the SANDAG public participation process.

Table 1-1

Transportation Control Measure Projects
2002 RTIP - San Diego Region (in \$000s of Future Dollars)

RIDESHARING	
SANDAG Regional TDM Program -	
RideLink and Regional Vanpool Program	\$16,561
Subtotal	\$16,561
TRANSIT IMPROVEMENTS	
Mission Valley East Light Rail Project	\$452,000
Oceanside-Escondido Rail Extension	\$351,520
I-15 Bus Rapid Transit (Rolling Stock/Stations)	\$50,800
Mid-Coast Corridor Project	\$100,090
Sorrento to Miramar Double Track/Realign	\$31,716
Regional Fare Technology	\$35,402
Oceanside Double Track Project	\$6,000
East Village Intermodal Transit Station*	\$24,641
San Ysidro Intermodal Transportation Center*	\$16,408
Oceanside Transit Center Parking	\$9,132
Bus/Rail Vehicles Purchase	\$130,674
Bus/Rail Infrastructure	\$324,009
Intercity Rail Projects	\$34,540
Other Transit Projects (Operations/Planning)	\$119,140
Subtotal	\$1,686,072
*additional funds are included under the regional TEA program	
BICYCLE FACILITIES PROJECTS	
Bicycle Facilities	\$24,607
Subtotal	\$24,607
TRAFFIC FLOW IMPROVEMENTS	
Caltrans/SANDAG Traffic Management System Projects	\$56,671
CMAQ/Local Agency Traffic Signal Improvement Projects	\$35,796
Subtotal	\$92,467
Total Transportation Control Measure Projects:	\$1,819,707
Total All Transportation Projects in 2002 RTIP:	\$4,445,221
Share of Transportation Control Measure Projects:	40.9%

Table 1-2
2002 Regional Transportation Improvement Program
Amendment No. 2
San Diego Region (in \$000s)

City of San Diego

MPO ID:		SD89		CAPACITY STATUS:				CI		
TITLE:		Genesee Avenue								
DESCRIPTION:		From I-5 to Campus Point Drive - Widen from 4 to 6 lanes with Class II bicycle lanes								
Change Reason:		New Project								
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
City Funds	\$2,733		\$2,733					\$645	\$500	\$1,588
TOTAL:	\$2,733		\$2,733					\$645	\$500	\$1,588

Note: Part of fund exchanged approved by the Transportation Committee 9/12/02 (swap \$963,000 in STIP for this project with Carlsbad Rancho Santa Fe)

MPO ID: SD90			CAPACITY STATUS: CI							
TITLE: SR 163/Clairemont Mesa Boulevard Interchange										
DESCRIPTION: From Kearny Mesa Road to Kearny Villa Road - Widen from 4 to 6 lane prime arterial										
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FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
RSTP	\$4,400			\$4,400				\$1,147		\$3,253
City Funds	\$6,350			\$6,350				\$1,656		\$4,694
TOTAL:	\$10,750			\$10,750				\$2,803		\$7,947

Note: Program RSTP but will seek funds through 2004 STIP)

Note: CI = Capacity Increasing
NCI = Non-capacity Increasing

Chapter 2

AIR QUALITY CONFORMITY ANALYSIS

Chapter 2

AIR QUALITY CONFORMITY ANALYSIS

The San Diego region has been designated by the U.S. Environmental Protection Agency (EPA) as a federal non-attainment area for ozone, and as a maintenance area for carbon monoxide (CO). The County of San Diego is federally designated as a Serious non-attainment area for ozone and is federally designated as a Maintenance area for CO.

In 2001, the San Diego region attained the federal one-hour ozone standard. The San Diego Air Pollution Control District (APCD) is preparing a request for the EPA to redesignate San Diego County from Serious nonattainment to attainment/maintenance. APCD has developed an ozone Maintenance Plan to be submitted as part of the redesignation request.

DEVELOPMENT OF TRANSPORTATION CONTROL MEASURES

In 1982, SANDAG adopted four transportation tactics (T-tactics) as elements of the 1982 Revised Regional Air Quality Strategy (RAQS). These T-tactics are ridesharing, transit improvements, traffic flow improvements, and bicycle facilities and programs.

These four T-tactics were subsequently approved by the San Diego Air Pollution Control Board (APCB) and are the transportation control measures (TCMs) in the 1982 State Implementation Plan (SIP) for Air Quality. The EPA approved this SIP revision for the San Diego Air Basin in 1983, and these four T-tactics remain the federally approved TCMs for the San Diego region.

The California Clean Air Act required the preparation of a 1991 RAQS, including TCMs. During 1991 and 1992, SANDAG, in cooperation with local agencies, transit agencies, and the APCD, developed a Transportation Control Measures (TCM) Plan. The TCM Plan was approved by SANDAG on March 27, 1992.

On June 30, 1992, the APCB amended the TCM Plan and adopted the 1991 RAQS, including the amended TCM Plan. TCMs included in the 1991 RAQS include the four T-tactics described above, as well as a transportation demand management (TDM) program, vanpools, high occupancy vehicle (HOV) lanes, and park-and-ride facilities. On November 12, 1992, the California Air Resources Board (ARB) gave approval to the 1991 RAQS, including the TCMs.

The 1995 Triennial RAQS Update subsequently deleted the Employee Commute Travel Reduction Program contained in the TDM program because the program was no longer required under federal law. Assembly Bill 3048 (Statutes of 1996, Chapter 777) eliminated all state requirements for mandatory trip reduction programs. As a result, the Student Travel Reduction Program, the Non-Commute Travel Reduction Program, and the Goods Movement/Truck Operation Program proposed in the 1991 RAQS were no longer statutorily mandated and were deleted from the RAQS in 1998.

The 2001 Triennial RAQS Revision made no changes to measures related to mobile sources.

AIR QUALITY CONFORMITY REQUIREMENTS

SANDAG, as the MPO, and the U.S. Department of Transportation (DOT), must make a determination that the 2002 RTIP, including Amendment No. 2, conforms to the applicable SIP. Conformity to the SIP means that transportation activities will not create new air quality violations, worsen existing violations, or delay the attainment of the National Ambient Air Quality Standards (NAAQS).

The EPA and DOT issued a final rule for transportation conformity on August 15, 1997. Based upon this regulation, conformity of transportation plans and programs, including the 2002 RTIP, is determined according to the 1990 Clean Air Act Amendments (CAAA) [Section 176(c)(3)(A)] if the following is demonstrated:

1. The RTIP provides for the timely implementation of the TCMs contained in the adopted State Implementation Plan for Air Quality (SIP).
2. A quantitative analysis is conducted on the cumulative emissions of projects programmed within the RTIP, including all regionally-significant, capacity-increasing projects. Further, implementation of the projects and programs must meet the motor vehicle emissions budget developed by local and state air quality agencies and approved by EPA. The 2002 RTIP, including Amendment No. 2, must be within the budget contained in the 1994 Ozone SIP (approved by EPA in February 1997), and the CO emissions budget established in the CO Maintenance Plan (approved by EPA in June 1998).

In addition to the required emissions tests, consultation with transportation and air quality agencies is required. The consultation process followed to prepare the air quality conformity analysis complies with the San Diego Transportation Conformity Procedures adopted in July 1998.

Interagency consultation involves SANDAG, the APCD, Caltrans, California Air Resources Board (ARB), the U.S. DOT, and the U.S. EPA, which form the San Diego Region Conformity Working Group (CWG).

Consultation is a three-tier process that:

1. formulates and reviews drafts through a conformity working group;
2. provides local agencies and the public with opportunities for input through existing regional advisory committees and workshops; and
3. seeks comments from affected federal and state agencies through participation in the development of draft documents and circulation of supporting materials prior to formal adoption.

SANDAG consulted with the San Diego Region CWG in the preparation of the air quality analysis of the 2002 RTIP Amendment No. 2. The preliminary schedule for the development of the 2002 RTIP Amendment No. 2 was established at the CWG meeting in August 2002. SANDAG also follows the interagency consultation procedures for exempt projects.

SANDAG distributed a draft conformity finding, including Amendment No. 2, to APCD, Caltrans, CARB, FHWA, FTA, EPA, and the general public for comments at the October 25, 2002 SANDAG Board meeting. The draft report was discussed at the interagency consultation meeting held on October 23, 2002. To date no comments have been received.

The Draft 2002 RTIP and its conformity finding were released on May 24, 2002. The Final 2002 RTIP was adopted by the SANDAG Board on June 28, 2002, and approved by FHWA/FTA on October 4, 2002.

The following sections provide a summary of SANDAG's analysis of the 2002 RTIP Amendment No. 2 in relation to the above conformity requirements.

EXPEDITIOUS IMPLEMENTATION OF TCMs

The first requirement of the EPA-mandated conformity finding is to provide for the expeditious implementation of adopted TCMs, or T-tactics. The 2002 RTIP, including Amendment No. 2 makes substantial progress in programming funds for implementation of the four adopted TCMs for the San Diego region contained within the 1982 SIP.

Table 1-1 (page 5) shows that TCMs programmed for implementation total approximately \$1.82 billion, or 41 percent of the total funds programmed. Included are \$16.6 million for Ridesharing, \$1.69 billion for Transit Improvements, \$24.6 million for Bicycle Facilities and Programs, and \$94.5 million for Traffic Flow Improvements. The addition of two capacity increasing projects does not impede the timely implementation of TCMs. Based upon this analysis, the 2002 RTIP, Amendment No. 2 continues to provide for the expeditious implementation of the four existing TCMs in the 1982 Revised RAQS, which remain the EPA-approved TCMs for the San Diego region.

QUANTITATIVE EMISSIONS ANALYSIS

The second requirement of the conformity finding is that a quantitative emissions analysis be conducted on the proposed RTIP amendment. In summary, the emissions analysis must show that implementation of the 2002 RTIP meets the emissions budgets as established in the 1994 Ozone SIP and the 1998 CO Maintenance Plan.

A quantitative emissions analysis was conducted according to the requirements established in the Transportation Conformity Rule, under Section 93.122(b). Motor vehicle emissions forecasts were produced for the following three scenarios:

1. 2010 Revenue-Constrained Scenario,
2. 2020 Revenue-Constrained Scenario, and
3. 2023 Revenue-Constrained Scenario.

SANDAG's regional growth forecasts and transportation models, as well as CARB's emissions model, were used to generate the emission forecasts. Transportation forecasts were developed using the TRANPLAN transportation planning computer package. The four-step transportation modeling process includes trip generation, trip distribution, mode split, and trip assignment. The quantitative

emissions analysis used motor vehicle emissions factors from the California Air Resources Board's EMFAC7F1.1 emissions model.

All of the proposed capacity-increasing improvements identified in the 2002 RTIP Amendment No. 2 (Table 1-2 on page 6) that are on the Regional Arterial System (as defined in the Regional Transportation Plan) or the FHWA functional classification system (other Principal Arterials and higher classification) were modeled.

In April 2002, CARB released updated control factors to estimate emissions credits for SIP measures not included in the EMFAC7F1.1 rates for use in conformity assessments. The air quality conformity analysis uses these updated control factors.

EMISSIONS BUDGET ANALYSIS

Table 2-1 provides a summary of the results of the quantitative emissions analysis conducted. The analysis shows that the projected emissions of carbon monoxide (CO), oxides of nitrogen (NOx), and reactive organic gases (ROG) meet the San Diego region motor vehicle emissions budgets for CO, NOx, and ROG.

**Table 2-1
2002 SAN DIEGO RTIP, AMENDMENT NO. 2
AIR QUALITY CONFORMITY ANALYSIS**

Scenario	Average Weekday Vehicle Starts (1,000s)	Average Weekday Vehicle Miles (1,000s)	Average Highway Speed (mph)	CO Tons/Day	NOx Tons/Day	ROG Tons/Day
SIP Emissions Budget				1,194.87	114.25	89.60
2010 Revenue-Constrained	13,814	87,567	32.4	439.46	57.04	38.72
2020 Revenue-Constrained	15,398	99,598	32.3	423.91	61.17	30.25
2023 Revenue-Constrained	15,763	101,910	32.4	421.25	61.88	28.63

Details of the analysis shown in Table 2-1 are outlined below in Tables 2-2 and 2-3.

**Table 2-2
2002 SAN DIEGO RTIP, AMENDMENT NO. 2
CONFORMITY WORKSHEETS***

DTIM2 Emissions¹	CO	NOx	TOG	Burden TOG²	Total TOG	Total ROG³
2010 Revenue-Constrained	439.46	108.42	48.95	8.50	57.45	53.09
2020 Revenue-Constrained	423.91	112.55	41.19	7.09	48.28	44.61
2023 Revenue-Constrained	421.25	113.25	39.87	6.67	46.54	43.00

Control Factor Adjustments⁴	NOx	ROG
2010	51.38	14.37

RTIP Analysis⁵	CO	NOx	ROG
SIP Emissions Budget	1194.87	114.25	89.60
2010 Revenue-Constrained	439.46	57.04	38.72
2020 Revenue-Constrained	423.91	61.17	30.25
2023 Revenue-Constrained	421.25	61.88	28.63

* Emissions in tons per day

1. Trip and VMT related emissions from DTIM2 plus emissions from Mexican vehicles derived from the BURDEN7F documentation.
2. Vehicle based evaporative emissions (diurnal and resting loss) from BURDEN7F summaries.
3. ROG calculated from Total Organic Gases (TOG) using the following factors: 0.9240 for non-catalyst exhaust, 0.8515 for catalyst exhaust, and 0.9573 for diesel exhaust.
4. Control factors for California SIP measures not accounted for in EMFAC7F for 2010, 2020, and 2023 (see Table 2-3).
5. 2010, 2020 and 2023 NOx and ROG adjusted to account for control factor reductions shown above.

The calculation of emission reductions for SIP measures not accounted for in EMFAC7F1.1 are shown in Table 2-3. The control factor adjustments used in the calculations were provided by CARB for use in conformity determinations on April 3, 2002. The adjustments include heavy duty diesel adjustments the enhanced inspection and maintenance program, and other state and federal measures.

SANDAG consulted with the San Diego Region Conformity Working Group (CWG) to determine the correct use of the budget according to the conformity rule requirements. The 2002 RTIP emissions were forecast as TOG and converted to ROG for the budget comparison.

**Table 2-3
CONTROL FACTOR ADJUSTMENTS WORKSHEET***

2010 ¹	Light & Medium- Duty Fleet ²	Heavy-Duty Gas	Heavy-Duty Diesel	Reduction Applied to SANDAG Analysis
TOG from DTIM2 ³	40.45	1.65	6.61	
ROG ⁴	37.40	1.46	6.32	
Control Factor ⁵	0.249	0.172	0.759	
ROG Reduction	9.31	0.25	4.80	14.37
NOx from DTIM2 ³	51.48	10.14	42.91	
Control Factor ⁵	0.494	0.312	0.531	
NOx Reduction	25.43	3.16	22.78	51.38

* Emissions in tons per day

1. 2020 and 2023 control factors assumed same as 2010.
2. Includes light-duty automobiles, light-duty trucks, and medium-duty trucks.
3. Urban bus and Mexican fleet emissions not adjusted.
4. ROG calculated from TOG using the following factors: 0.9240 for non-catalyst exhaust, 0.8515 for catalyst exhaust, and 0.9573 for diesel exhaust.
5. These factors were provided by the CARB in April 2002 for use in conformity assessments.

Additional procedures including detailed discussions on growth forecasts, transportation modeling, T-tactics, and emissions modeling are included in Appendix C of the Final 2002 RTIP.

EXEMPT PROJECTS

Section 93.126 of the Transportation Conformity Rule exempts certain highway and transit projects from the requirement to determine conformity. The categories of exempt projects include safety, mass transit, air quality (ridesharing and bicycle and pedestrian facilities), and other (such as planning studies).

The 2002 RTIP programs funding for several of these exempt projects that, according to the conformity rule, may be implemented even in the absence of a conforming transportation plan and transportation improvement program. SANDAG followed interagency consultation procedures to determine exempt projects.

CONCLUSION

Based upon an evaluation of projects and funds programmed and a quantitative emissions analysis, the 2002 RTIP, Amendment No. 2, meets the EPA transportation conformity regulations contained within the federal guidelines published on August 15, 1997 and the requirements of the federal Clean Air Act amendments of 1990.

Appendix A

**PROJECTS EXEMPT FROM AIR QUALITY
CONFORMITY DETERMINATION**

APPENDIX A

PROJECTS EXEMPT FROM AIR QUALITY CONFORMITY DETERMINATION*

SAFETY	
Railroad/highway crossing	Hazard elimination program
Safer non-federal-aid system roads	Shoulder improvements
Traffic control devices and operating assistance other than signalization projects	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Pavement resurfacing and/or rehabilitation	Truck climbing lanes outside the urbanized area
Emergency relief (23 U.S.C. 125)	Guardrails, median barriers, crash cushions
Skid treatments	Pavement marking demonstrations
Adding medians	Fencing
Lighting improvements	Safety roadside rest areas
Emergency truck pullovers	Railroad/highway crossing warning devices
Increasing site distance	Safety improvement program
MASS TRANSIT	
Operating assistance to transit agencies	Purchase of support vehicles
Purchase of operating equipment of vehicles (e.g., radios, fareboxes, lifts, etc.)	Construction or renovation of power, signal and communications systems
Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way	Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of fleet	Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.
Construction of small passenger shelters and information kiosks	Purchase of office, shop and operating equipment for existing facilities
Rehabilitation of transit vehicles	
AIR QUALITY	
Continuation of ridesharing and vanpooling promotion activities at current levels	Bicycle and pedestrian facilities
OTHER	
Specific activities which do not involve or directly lead to construction, such as:	Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action
Sign removal	Noise attenuation
Transportation enhancement activities except rehabilitation and operation of historic transportation buildings, structures, or facilities)	Repair or damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional locational or capacity changes
Planting, landscaping, etc.	Acquisition of scenic easements
Directional and informational signs	Emergency or hardship advance land acquisitions (23 CFT 712.204(d))
ALL PROJECTS	
Intersection channelization projects	Intersection signalization projects at individual intersections
Interchange reconfiguration projects	Changes in vertical and horizontal alignments
Truck size and weight inspection stations	Bus terminal and transfer points

*Source: Federal Register, August 15, 1997, Part II Environmental Protection Agency 40 CFR Parts 51 & 93
Transportation Conformity Rule Amendments: Flexibility and Streamlining: Final Rule

Appendix B
GLOSSARY OF TERMS AND ACRONYMS

Appendix B

GLOSSARY OF TERMS AND ACRONYMS

A

ADA	Americans with Disabilities Act
APCB/APCD	(San Diego) Air Pollution Control Board (District)

B

C

Con	Construction Phase
CAA	1990 Clean Air Act, as amended
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBI	Corridors and Borders Infrastructure
CDBG	Community Development Block Grant (Federal)
CI	Capacity Increasing
CMAQ	Congestion Mitigation and Air Quality Program
CMP	Congestion Management Program
CO	Carbon Monoxide
CTC	California Transportation Commission

D

DEMO	ISTEA Special Projects/TEA-21 High-Priority Demonstration
DOT	U.S. Department of Transportation

E

E	Engineering/planning phase
EPA	U.S. Environmental Protection Agency

F

FHWA	Federal Highway Administration
FSP	Freeway Service Patrol (and FSP Act)
FTA	Federal Transit Administration

H

HES/SR2S	Hazard Elimination Safety/Safe Routes to School program
HOV	High Occupancy Vehicle

I	
IM	Interstate Maintenance
IRR	Indian Reservation Road
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation Systems
L	
LRT	Light Rail Transit
M	
MPO	Metropolitan Planning Organization
MTDB	San Diego Metropolitan Transit Development Board
N	
NAAQS	National Ambient Air Quality Standards
NCI	Non Capacity Increasing
NCTD/NSDCTDB	North County Transit District/ North San Diego County Transit Development Board
NHS	National Highway System
P	
P/PE	Preliminary Engineering Phase
PPNO	Project Number (Caltrans)
R	
RAQS	Regional Air Quality Strategy
ROG	Reactive Organic Gas
RW/ROW	Right-of-Way phase
RTIP	Regional Transportation Improvement Program (SANDAG)
RTP	Regional Transportation Plan (SANDAG)
RSTP	Regional Surface Transportation Program
S	
SANDAG	San Diego Association of Governments
SBTA	State Bicycle Transportation Account
SDTC	San Diego Transit Corporation (San Diego Transit)
SDTI	San Diego Trolley, Incorporated (San Diego Trolley)
SHOPP	State Highway Operation and Protection Program
SIP	State Implementation Plan (for air quality)
SLTPP	State-Local Transportation Partnership Program/SB300
SR	State Route (as in SR 52 - State Route 52)
STA	State Transit Assistance (act)
STIP	State Transportation Improvement Program (CTC)
STIP-IIP	State Transportation Improvement Program - Interregional Program (CTC)
STIP-RIP	State Transportation Improvement Program – Regional Improvement Program (SANDAG)
STP	Surface Transportation Program

T

TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TCI	Transit Capital Improvement (State)
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program (Governor's initiative)
TDA	Transportation Development Act
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TMA	Transportation Management Agency
TOG	Total Organic Gas
TP&D	Transportation Planning and Development
<i>TransNet</i>	San Diego Region 1/2% Local Transportation Sales Tax Program
TSM	Traffic Systems Management
T-1	Transportation T-tactic: Ridesharing
T-2	Transportation T-tactic: Transit
T-3	Transportation T-tactic: Bicycle
T-5	Transportation T-tactic: Traffic Improvement

V

VOC	Volatile Organic Compounds
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